

PRESIDENT'S MESSAGE

I am sitting here suffering from a mild case of sunburn acquired at the sprint school reflecting on today's event. The event was relaxed and everyone who was so inclined was able to get as much track time as he or she wanted. To say that I was pleased with the turnout would be an understatement. It was good to see so many Riesentoters enjoying the good weather and a good motor-car. We even had a special treat when two of our members showed up with their Elva Porches. Also many enjoyed picnic lunches and soaked up the sun when they were not pushing their Porsches around the Xmas Village track.

Now that our sprint school is history it is time to look forward to the Riesentoter sprint series. Judging from the timed runs today the year should hold some close competition. It looks like anyone has a chance of placing in the series standings if they show their enthusiasm.

Even if you didn't make the sprint school don't hesitate to come to the next sprint and (to steal another's phrase) do it on the blacktop.

Bob

SPRINT RESULTS

April 24, 1977, Montgomery Cc. Comm. College:

Super Stock (3 entrants, 1 trophy)--
Bob Ahrens, 1st place

B Stock (13 entrants, 5 trophies)---
Vern Lyle, 3rd place; John English, 11th place

C Stock (11 entrants, 4 trophies)---
A.J. Ahrens, 3rd place

May Day sprint at Wanamaker's in Jenkintown:
(note--these are tentative results)

A Stock: Mel Feldman, 1st

B Stock: Ted Szczechowicz, 1st; Vern Lyle, 6th

C Stock: A.J. Ahrens, 2nd; Chuck Walters, 4th

Super Stock: Bob Ahrens, 1st

A Modified: Bob Russo, 1st

B Modified: Bob Patton, 3rd

ACHTUNG!!

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May 25	Meeting	Riesentöter	Midshipman
Jun 4-5	Hillclimb	PHA/Duryea	Reading
Jun 5	Sprint	Riesentöter	Xmas Village
Jun 12	Sprint	*DVSA/PCA	Xmas Village
Jun 19	Sprint	DVSA/VFMC	GE @ K of Pr
Jun 26	Sprint	*DVSA/SCCA	K/P, pole 43

SPÄTER

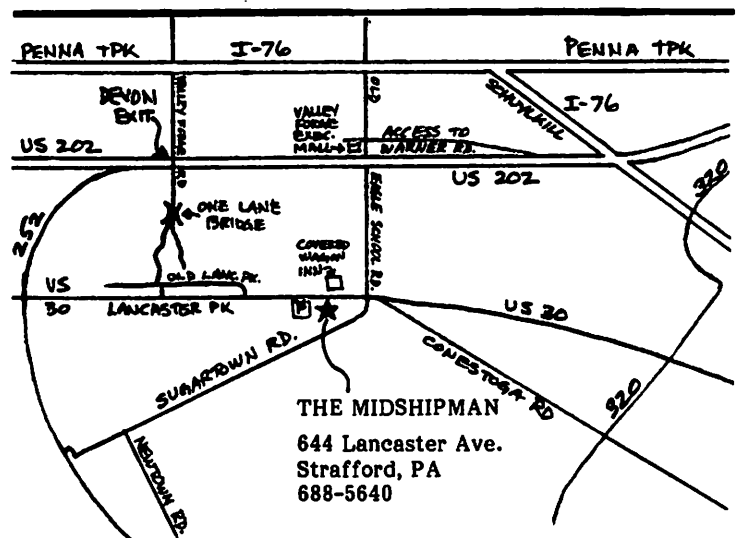
Jul 10	S-RTR-X	Aug 27-28	H-PHA/RV
Jul 10	S-DVSA-?	Aug 28	S-DVSA-?
Jul 16-17	H-PHA/GD	Sep 10-11	H-PHA/Wo
Jul 17	S-DVSA (t)-M	Sep 11	S-DVSA-43
Jul 17	PICNIC	Sep 18	S-DVSA-GE
Jul 24	S*DVSA-GE	Oct 2	S*DVSA-?
Jul 30-31	H-PHA/RR	Oct 9	S*DVSA-B
Jul 31	S-DVSA-43	Oct 15-16	H-PHA/Wy
Aug 7	S-RTR-X	Oct 16	S-DVSA-M
Aug 14	S-DVSA-X	Oct 23	S-DVSA-GE
Aug 20-21	H-PHA/Pg	Oct 30	S-DVSA-43
Aug 21	S*DVSA-M	Dec 3	BANQUET

(the code)

S=sprint; H=hillclimb; X=Christmas Village; GE=General Electric at King of Prussia; M=Montgomery County Community College; B=Bucks Co. Comm. College; 43=pole 43 at King of Prussia; * indicates DVSA championship event; (t) is for tentative.

MEETING NOTICE

The May 25 meeting will be held at The Midshipman Restaurant, Strafford, Pa. at 8:30 p.m. See page three for program content.





116 Bosley Avenue
Cockeysville, MD 21030
May 2, 1977

TO: Region Presidents
Region Newsletter Editors

FROM: Legislative Liaison Chairman
Bulletin No. 2

We sincerely hope that each Newsletter Editor has had an opportunity to publish a small informative item on the new activities of this Legislative Liaison Committee, so that all of the members of PCA are aware of what Washington is trying to do to cars (Porsches), and that they are equally aware of what PCA is trying to do to present our side of the picture. It is essential that we reach as many members of PCA as possible, in order to be effective. Again, we ask that you publish the essence of the information that is being provided to you. We must all work together in order to accomplish the goal.

And now it is time to start writing some letters, because both the House and the Senate have fairly firm measures that will regulate auto emissions. In the House, the measure most favorable to PCA is H.R. 4444, known as the Dingell-Broyhill-UAW Bill. (This bill formerly carried the number H.R. 2380 before markup). H.R. 4444 proposes the following HC/CO/NO_x levels:

1977: 1.5/15.0/2.0 1978 & 1979: same
1980 & 1981: .41/9.0/2.0
1982 & beyond: .41/9.0/1.0

The Senate bill reflecting similar standards is known as S.919, or the Riegle-Griffin Bill.

Both of these bills are vigorously supported by the United Auto Workers, and by the National Automobile Dealers Association. Both organizations are enjoining their members to write their congressmen and ask them to vote these bills favorably.

PCA should consider the same position: support of H.R. 4444 and S.919, for the following reasons:

These emissions standards (proposed by both bills) represent a reasonable balance between Clean Air, Health and Environment, and fuel consumption/cost penalties.

These emissions limits do meet the primary and essential health standards.

There is a minimum penalty to the consumer in the areas of cost and fuel consumption.

They encourage the development of new and innovative technology for automobile engines.

We urge that you write to your congressman and express your support of HR 4444 and S 919, and urge him/her to vote for these two bills. Here's how to write your Congressman.

WRITING YOUR CONGRESSMAN

You do not need the room or office number to write your Congressman. Here's all the address you need:

Senate: The Honorable John Doe
United States Senate
Washington, D. C. 20510

Dear Senator Doe:

House: The Honorable John Doe
House of Representatives
Washington, D. C. 20515

Dear Mr. Doe:

All you have to do is fill in the names, which you should know. The Senate and the House have different Zip Codes, and this Code is the essential part of the address.

Write a short, personal letter to your Congressman, handwritten is fine and actually more effective. Mention that you are very concerned about the Environment, but you are also concerned about cost to the consumer in terms of dollars and fuel economy, as noted in the reasons mentioned earlier in this bulletin concerning these bills. Tell the man that the issue is very important to you and to the country as a whole, and strongly urge your man to vote for the House bill (for congressmen) or the Senate bill for Senators. If you voted for the guy, remind him of that. That's all there is to it! **WRITE AS SOON AS POSSIBLE!** These bills are due for floor action shortly, and we haven't much time.

ADDITIONAL INFORMATION

Enclosed is some additional information concerning HR.4444, namely a list of current co-sponsors of this bill. These Congressmen are already in favor of 4444, so when you write to one of these guys you should praise his co-sponsorship and urge him to continue his excellent efforts.

There is also a listing enclosed of those Senators and Congressmen who are on the Senate Environment and Public Works Committee, and the House Interstate and Foreign Commerce Committee. These Congressmen are key men because these are the Committees that are handling the various Clean Air Acts. More specifically, we have also noted on this enclosure the exact subcommittee that is handling Clean Air, and we have noted these members as well. If you live in one of the states where a Congressman or Senator serves on one of these Committees or Subcommittees, your letter is even more important!

The last piece of additional information included, in order to give you an idea as to whether your Congressman or Senator is anti-automobile or not, is a listing of the 1976 vote in the House on a similar bill during the last Congress. This bill was called the Dingell Amendment, and the results will tell you your Congressman's disposition. A vote for the

Dingell Amendment was one in favor of less strict emissions standards, and is the position that PCA favors.

WHY WRITE

This question will, I am sure, arise from the membership of your Region. The answer is simple. We are automobile enthusiasts. We are also in favor of clean air (no one wants to breathe smog all day) but we believe that clean air should not take precedence over all other considerations, such as cost. We did not say that we are in favor of clean air no matter what the cost. There are some outspoken environmentalists who would ban cars immediately. We in PCA believe that Clean Air can be had, that the environment can be preserved, and that automobiles can be available for the enthusiast, and that the three can exist in harmony, if we take reasonable approaches to the problem. Environmentalists can (and have) had their say - we automobile enthusiasts can also have our say. We are taxpayers, we are residents of the United States, we are entitled to a voice in the government. NOW is the time to express that voice, and to tell our elected representatives just what we want.

STATE ISSUES

We are also enclosing a listing of various legislative measures that have been introduced in the state houses, for those of you residing in one of these states. Many of these measures are not, we think, in the best interests of the PCA residents of that state, and if you desire, you may try to influence your state legislature or at least present your opinion. You have the same rights here that you do concerning federal legislation, and we urge you to exercise those rights.

We realize that what has been presented here is a lot of detail, and will consume a great portion of your newsletters if you publish it all. We don't ask that you publish it all, but we do ask that you publish enough to motivate your members to action, and that you publish enough of the information to allow them to write intelligent letters. Your members need all the facts, and they need to know what is happening in Washington that might well affect the ultimate object of our total purpose of existence as the Porsche Club of America: the Porsche. We are dedicated to this Marque, and to its "highest standards of operation and performance...", and to "the maintenance of relationships...to the end that the marque shall prosper and continue to enjoy its unique leadership and position in the sports car world." (quotes from the PCA Bylaws).

If federal regulation continues unchecked or unhampered by reason, we might have NO "sports cars". That is not, it would seem, in the best interests of PCA.

We will present one additional item for your information, and that concerns the Porsche factory attitude towards the laws being initiated. It is necessary to realize that fully 50% of Porsche production goes to the United States. Porsche is firmly entrenched in the US, and they will NOT abandon this market.

Porsche believes that it is not appropriate for a foreign auto manufacturer to tell the US government what they believe the emissions standards for this country should be. For Porsche to tell the US government what emissions standards they feel they can meet is equally inappropriate, as this is pretty much the same thing. Therefore, Porsche takes the position that they will await the federal standards, and then will try to build a car that meets them, and they will obviously put as much "Porsche" into the car as possible. I suppose, of course, if the emissions standards are too strict, who knows what this "Porsche" will look like? or what it will perform like.

That's all for now, we hope the information is interesting and useful. Again we urge you to publish this to your membership, and urge them to take immediate action. **WRITE YOUR CONGRESSMAN!** And again we ask that you poll your membership to find out who among you (them) has a Senator or Congressman as a personal friend. There are many, we know, and we need to identify them. Thank you.

Yours truly,

Robert C. Rassa
Legislative Liaison Chairman

Enclosures

cc: AIAOA, NADA, PAD, ATAM, VWOA; PCA Reps & Chairmen

WANTED WANTED WANTED-

A color print, or color slide, of my Competition Speedster at the 1973 New Hope Auto Show.

Jess Holshouser
766-8201

SON OF 914 ??

Before one can truly appreciate the 924, the trauma of two major deviations from Porsche design tradition must be overcome. While assured by the Porsche crest on the steering wheel, a cloud of disbelief lingers: engine noises are coming from the front and - lieber Gott - I'm turning the heat DOWN on the coldest day of the year!

All kidding aside, it remains difficult to evaluate the 924 completely. I feel it is a car which will adapt itself to each driver's performance standards. Basically the car is very forgiving with its neutral handling: although it does retain the Porsche trait of oversteering if one corners too fast, this is easily detected and compensated for before disaster. Performance driving should be as easy for the novice to learn as for the experienced driver to appreciate.

The greatest fault I have found is that there is more suspension than engine. The 924 really becomes comfortable at speeds above 80 mph, and 110 is easily attainable (faster than that requires lots of time and straight road).

Fuel economy is totally acceptable, averaging 19 mpg in the city and 32.3 on a recent trip (this was the best reading, and was obtained at speeds of 65-70 mph).

I really discovered the car's potential while driving north on route 209 above Stroudsburg (beautiful road: well paved, smooth, fast winding turns, and Smokey nowhere to be seen). A Trans-Am playing cat-and-mouse with us (924 and me) finally kicked sand in our radiator on a long straight. It was soon educated on Porsche's forte. The next mile or two contained several tight turns, resulting in our easily overtaking that understeering piece of Detroit iron, never to see it again in the rear view mirror.

My experiences so far suggest the 924 continues the competitive spirit, design technology, and production workmanship which have become the hallmark of Porsches.

PAUL WALSAK

MAY AND JUNE PROGRAMS

The May meeting will feature Mike Tillson as a guest speaker. Mike races our favorite car at such places as Daytona and Sebring. Come early and join him at dinner.

The June meeting will provide an opportunity for the oenophiles of the Riesentoter Region, as well as those who are novice gourmets, gourmands, or just simple winos, to add to their knowledge of wines. This will be accomplished by a dissertation on wines followed by a tasting of a number of them. The Club will provide cheese and crackers, but we must levy a charge of \$2.00 per person to defray the cost of fluids. You probably spend that at the bar!

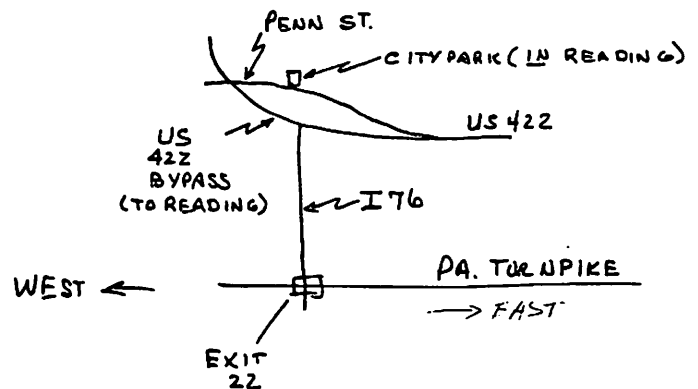
ELECTED OFFICERS

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TREASURER Bob McCullen 323 Ivy Rock Lane Havertown, PA 19083 789-1523	PAST PRESIDENT Nick Imperato 431 Old Eagle School Rd. Wayne, PA 19087 687-9262	SOCIAL Don & Linda Applestein 11 Furness Lane Wallingford, PA 19086 565-5716
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DURYEA HILLCLIMB

Those of you who attended the April meeting should still recall Jess's comments about hill-climbing and the sometimes unusual sounds generated by his tape recorder. TRY THE REAL THING: visit (or enter, if you qualify) the Duryea hillclimb.

This event is run up Duryea Drive, which starts in Reading Park (in the center of Reading, Pa.); it finishes at the Tower. The map below should help you get to the excitement. Der gefrassender Gasser recommends Joe's Restaurant, but you have to like mushrooms (coat, tie, coin of the realm required; reservations a real must).





DEER
 RIASENTER REGION, PORSCHE CLUB OF AMERICA
 501 No. Orange St.
 Apt. A1
 Media, Penna. 19063

A REMINDER TO TRY YOUR HAND AT SPRINTING

The Sprint School at Christmas Village was a real gas. A glance at the calendar will remind you that five more events will be held there this year, so there's no excuse for missing out.

BEST ROUTE TO TRACK: Pa. Tpk. to Morgantown exit; follow signs to Interstate 176; stay on 176 until intersection with U.S. 422 bypass west; stay on 422 around Reading, then keep a sharp eye out for Pa. Route 183 signs. Stay on 183, past the Reading Airport about 8-10 miles to the blinker light at Bernville; left at blinker, then follow signs to "Christmas Village."

